

# Hongkong Daily Press.

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101-13







## THE FOREIGN TRADE OF CHINA.

(Continued from page 2.)

Later in the year the demand for anti-mony became very strong and the price of crude antimony rose from Hk. Tls. 150 per ton to Hk. Tls. 240, and the supply was insufficient to meet the demand. The export of iron ore increased by 220,000 piculs, but pig-iron showed a small decline.

The export of beans, in spite of a temporary stoppage when war was declared, and in spite of the destruction of the crops by floods in the districts serving Chungking, actually showed a small increase, rising from 10,323,959 to 11,157,147 piculs. Oils, principally required for the Continent, such as groundnut oil and wood oil, felt the effects of the war, but bean oil, cotton seed oil, sesame seed oil, and tea oil all improved in quantity. Among seeds, while cotton seed and rape showed a decided advance, there was a falling off in linseed and especially in sesamum seed, which receded from 2,024,647 to 1,251,180 piculs, although there was a large supply offering. Hides, of course, show reduced figures, as do skins, except that dressed sheep skins were purchased in large quantities. Straw braid fell from 101,037 to 10,648 piculs, a serious decline, partly due to the absence of statistics from Kweichow and partly due, it is said, to a change of fashion in Western countries. The total decrease in the value of the export trade amounted to about 14 millions of pounds sterling.

## SHIPPING.

Although the tonnage recorded under Austria and German flags represents little more than the first half of the year, while British, French, and Russian tonnage was largely employed on Government work from the same date, and vessels under neutral flags found plenty of profitable business elsewhere, it will be seen that steam tonnage increased by 1,855,913 tons and exceeded the record for all other years, rising from 87,613,989 tons in 1912 to 89,408,482 tons. American, British, Danish, Japanese, Norwegian, Portuguese, Russian, and Chinese tonnage all shared in the increase; while the tonnage under the Austrian, French, German, and Swedish flags was smaller. Dutch tonnage remained about the same. There was great difficulty in finding accommodation for cargo offering for export in Europe and in China, and the consequent rise in freights and the expense of war risks did not tend to encourage trade. Although not directly concerned in foreign trade, the addition of four new specially designed steamers to run between Ichang and Chungking deserves notice, as there can be no doubt that the facilities of steam traffic will do much to develop the trade of the rich province of Szechwan. This addition is not unattended by danger, owing to the narrowness and sudden twists of part of the fairway, and there is urgent need for a proper code of signals and steering rules for the placing of buoys and beacons, and for the removal of certain dangerous reefs. The expense incurred by establishing such safeguards could easily be met by the shipping, which has been making large profits.

## TREASURY.

The price of silver remained fairly steady until July, chiefly owing to the expectation that China would be purchasing for purposes of currency reform, and that India also would have to buy. But these expectations were disappointed, and in July the price fell from 24½ to 24¼, and remained approximately at that figure until the end of the year. Exchange followed silver values, and as the difficulty of financing exports reduced demand and lowered prices, leading to a serious curtailment of the export trade and consequently to less demand for silver for purchases in the interior, the ever-increasing stock of silver in the local banks tended to weaken exchange below the parity of silver. The stock of silver held by the banks in Shanghai on the 31st December was Shanghai Tls. 61,465,000, \$21,295,000, and 458 bars, and the stock in Hongkong was not less than \$30,000,000. The excess of silver exports over imports amounted to Hk. Tls. 13,622,949; but remittances to Hongkong, which from a commercial point of view must be regarded as part of China, amounted for Hk. Tls. 7,238,763 of this excess; and it is further to be remarked that in 1913 the imports exceeded the exports by no less than Hk. Tls. 35,065,364. Coins of various kinds, such as guilders, piastres, and Hongkong dollars, were sent to Siam to the value of Hk. Tls. 1,003,067, and seeing that the imports from Siam to China amounted only to Hk. Tls. 98,774, while the goods sent to Siam from China were valued at Hk. Tls. 2,230,116, this fact is an interesting sidelight on the intimate co-relation between the two countries brought about by emigration.

The demand for gold in Europe and Japan and its dearness as compared with silver led to the sale of the former metal by China, and there was an excess of exports over imports of Hk. Tls. 13,000,750, the bulk of the shipments having taken place after the commencement of the war. That gold valued at Hk. Tls. 4,397,531 was sent to America, where the price was attractive, is partly to be explained by the fact that there was no possibility of remitting to Germany by bills of exchange after the stoppage of German trade. The most convenient way, therefore, of remitting such funds as those required for the service of loans and the Boxer Indemnity was to ship gold to a neutral country where credits could be arranged. Japan took Hk. Tls. 6,198,081, some of which was said to be also destined for America. To Europe there was an export to the value of Hk. Tls. 2,704,447. There is always a small export of gold from China, and the larger export during 1914 was merely due to exceptional circumstances and was not brought about by the necessity of adjusting the balance of trade.

## BALANCE OF TRADE.

It has been customary to give under this heading certain estimates of liability and assets, intended to show how the excess of imports over exports is paid for. This has been done because among the

Chinese, including even the editors of certain newspapers, there are those who profess to believe that commerce with foreign nations is ruining their country and draining it of silver; and in proof of it they point to the fact that for many years the balance of trade has, as shown by the Customs statistics, been against China. It may cause such persons a shock to see that an adverse balance of 103 million Hkwan taels in 1912 and of 167 million Hkwan taels in 1913 have now been following out of the country to pay for the excess of imports. But when the recorded movements of silver for these three years are examined, it is found that the net import of silver, that is, the excess of imports, has amounted to Hk. Tls. 41,591,007, while the stocks of silver in the local banks are to be taken into consideration. There are no official figures available, but so far as is known, in 1914 the imports of gold exceeded the exports by nearly 6 million dollars, while the imports of silver exceeded the exports by over 1 million dollars. These facts make it quite clear that the balance of trade is not adjusted by the export of treasure, and justify the statement made by Mr. Morse in 1908 that China's liabilities are balanced by the assets. What these assets amount to can only be very roughly estimated, but it is evident that they are sufficient. Among them may be mentioned remittances from and money brought in by Chinese emigrants; money expended by foreign Governments for the maintenance of garrisons and warships, including the sums spent by the naval expenditure on foreign Legations and Consulates in China; expenditure on foreign missions, hospitals, schools, etc.; expenditure on the maintenance of foreign merchant vessels and on repairs to the same; expenditure by foreign travellers; excess of exports over imports in the unrecorded trade across the land frontiers; and so on. There is, moreover, reason to think that the Customs valuation of exports is generally too low. Finally, it may be pointed out that the result of intercourse with foreign nations has led to a large industrial development that is increasing every year, and that China now possesses not only railways and mines, but cotton mills, all kinds of factories, cement and brick works, chemical works, distilleries, docks, ship-building and engineering works, electric light works, flour mills, match factories, oil mills, paper mills, sawmills, silk filatures, smelting works, soap and candle factories, and many other industrial establishments. So far from foreign trade impoverishing the country, China is growing richer every year in consequence of the development of her resources—a development that will progress with rapid strides with the expansion of the railway system, the establishment of a standard currency, and the abolition of taxation on goods in transit.

## WAR AFEVITIES.

In Germany the lifts in hotels, shops, and other buildings are now run exclusively by girls. The word "lift" is barred, and the young women rejoice in the name of "Fahrstuhlführerinnen," which means literally "Running-chair drivers."

The Swiss Press states that an order for several million wrist watches is shortly to be placed among Swiss firms by the British Government. It is added that in future every British soldier before proceeding to the front is to be provided with one of these useful articles.

According to the Berlin paper *Vossische Zeitung*, the Austrians used a new battery of 52 centimetre mortars at Tarnow, and the first shot entirely demolished a large tower 11 miles away. The shell fired from these guns weighs a quarter of a ton—more than the weight of the German 17-in. mortar shell.

## THE HONGKONG VOLUNTEERS.

CORPS OFFICERS BY LIEUT.-COL. A. CHAPMAN, V.D.

REGIMENTATION.  
1. Lieut. R. M. H. Castro and H. A. Hyndman, Right Section M.G. Co., are permitted to resign on medical grounds, dated 21st June.

REVERSION.  
2. Lance Corporal P. S. Cassidy, Scouts Co., reverts to the ranks, dated 23rd June.

KING'S PARK RANGE.  
3. The Range is allotted to the following:  
Special Police from 2 p.m. till dusk on 26th June, or 9 a.m. till noon on 27th June.  
Hongkong Police from 2 p.m. till dusk on 3rd July.

PARADES.  
4. Parades for to-day (Thursday):—  
5.30 p.m.—N.C.O.s and men of No. 1 Sec. Art. Batty., Centre and Left Sec. Art. Batty., Centre and Left Sections M.G. Co. and Civil Service Co., who have not been passed out. Squad Drill and Rifle Exercises at Headquarters. Recruits under Sergt. Bullock.  
5.30 p.m.—N.C.O.s and men of Scouts Co., who have not been passed out. Aiming drill at Headquarters. Remainder, nil.

STORES.  
5. Members of the Corps are reminded that the Store is open for the issue of arms, ammunition, equipment, clothing, etc., during the following hours only:—  
9 a.m. to 1 p.m. and 4 p.m. to 6 p.m. daily except Saturdays, Sundays and Public Holidays.  
9 a.m. to 1 p.m. on Saturdays.

SIGNALING SECTION.  
6. An examination of eight members (as detailed by Sergt.-Major Blair) will be held at Murray Battery at 5.30 p.m. to-day.

DETAIL.  
7. On duty at Gun Club Hill, Kowloon—No. 2 Section Artillery Battery. Officer on duty: Capt. Murray Scott. On duty at Kowloon (Detachment Camp): H.K.V.C.  
Orderly Officer: Lieut. Kenneth. Orderly Sergeant: Sergeant Frith. G. E. STEWART, Capt. Adjutant, H.K.V.C.

## HONGKONG VOLUNTEER RESERVE.

ORDERS BY MAJOR WATKIN, O.C.H.K.V.R.

PARADES. "A" and "C" Companies will parade outside the Law Courts at 5.15 p.m. on Friday, June the 25th. Dress: Drill Order.

RECRUITS.—Recruits will parade under Sergt.-Major Bond on the Cricket Ground at 5.15 p.m. on Monday, June the 28th, Wednesday, June the 30th, and Thursday, July the 1st. Dress: Drill Order.

"D" Company will parade at the Parade Ground at Volunteer Headquarters at 5.30 p.m. on Wednesday, June 30th, under Sergt.-Major Cooke. Dress: Drill Order. (Slacks may be worn).

SIGNALERS.—Signalers will parade on Wednesday, June the 30th, at 5.30 p.m., at Murray Battery. Uniform optional.

GUN CLUB HILL AND P. OF WAR CAMP GUARD.—On duty at Gun Club Hill and Prisoners of War Camp for the week commencing Saturday, June the 26th, and ending Saturday morning, July the 3rd.—H.K.V.C.

POSTINGS.  
Sergt. J. Osherry is posted to Co. B Section 4.  
Lieut. Sergt. G. C. Moxon is posted to Co. B Section 1.  
Lieut. Sergt. J. H. McHutchon is posted to Co. B Section 2.  
Lieut. Sergt. J. A. Young is posted to Co. B Section 3.  
Corporal W. M. Humphreys is posted to Co. A Section 3.  
Corporal G. Martin is posted to Co. C Section 4.  
Corporal J. Morton Smith is posted to Co. A Section 2.  
Corporal J. Olson is posted to Co. B Section 1.  
Corporal J. W. Deakin is posted to Co. B Section 4.  
Corporal A. Charlton is posted to Co. B Section 2.  
Corporal C. E. H. Beavis is posted to Co. B Section 3.  
Lieut. Corp. E. Abraham is posted to Co. B Section 1.  
Lieut. Corp. S. Kelly is posted to Co. A Section 1.  
Lieut. Corp. W. S. Brown is posted to Co. B Section 4.  
Lieut. Corp. A. Kempthorne is posted to Co. C Section 3.  
Lieut. Corp. H. C. Sandford is posted to Co. A Section 1.  
Lieut. Corp. A. E. Paine is posted to Co. A Section 2.  
Lieut. Corp. W. J. Crawford is posted to Co. C Section 4.  
Lieut. Corp. J. Johnston is posted to Co. A Section 3.  
Lieut. Corp. E. V. Carpmal is posted to Co. B Section 1.  
Lieut. Corp. A. S. Mackiehan is posted to Co. A Section 4.  
Lieut. Corp. H. Tobias is posted to Co. B Section 2.  
Lieut. Corp. J. M. Gordon is posted to Co. A Section 2.  
Private D. J. Mackenzie is posted to Co. B Section 3.

CLASSES OF INSTRUCTION.  
A class of instruction for Corporals, Lieut. Corporals and Members desiring promotion will be held on the Cricket Ground on Tuesday, June the 29th, and Thursday, July the 1st, at 5.30 p.m., under Sergt.-Major Bond.

All members now promoted to the rank of Corporal or Lieut. Corporal are required to attend these parades. Dress: Drill Order.  
Note.—Until further order parades will be in shirt sleeves. Khaki shirts, collars and ties must be worn.  
G. K. H. BRUTON, Capt. Adjutant, H.K.V.R.

## HONGKONG POLICE RESERVE.

PARADES.

Thursday, June 24th.—Nos. 3 and 4 Platoons, Chinese Company.  
Friday, June 25th.—No. 1 Platoon, British Company and Indian Platoon. Nos. 3 and 4 Platoons, Portuguese Company.

## MUSKETRY.

For purpose of selecting a Team to shoot against the Regular Police, the following will attend for practice at King's Park Range (200 yards) on Saturday next, June 26th, at 2.30 p.m. sharp.

Mason, Roylance, Lammert, Grant Smith, Champion, Chienchen, Sloat, Potter, Cooke, Arnott, Henderson, Fothergill, Ireson, Hewitt, P. O. Roze, F. P. Silva, H. M. Remedios, A. E. Alves, Mow Hung, Wei Wing Sam, O. Chan, J. Wong, Sirdar Khan, and Mehr Din.

## INSTRUCTIONS IN POLICE DUTIES.

Lectures will be held in the Chief Magistrate's Court on Sunday, June 27th, as follows:—  
9.30 to 10.30 a.m.—Portuguese Company.  
11.00 a.m. to 12 noon.—British and Indian Companies.  
2.30 to 4.00 p.m.—Chinese Company.  
Men will bring Note Books.

AMMUNITION.  
Members of the British Platoons not in possession of 303 ammunition will kindly send a card to this effect to Mr. S. J. Chienchen, North China Insurance Co. They will also at their next parades return to their Platoon Commanders the "pull-throughs" given to them some months ago by Mr. A. H. Hewitt. These must be then handed to the Musketry Sergeant.

F. C. JENKIN, D. S. P. (Reserve).

Reuter's Washington correspondent states that the Cabinet has considered an estimate by the Secretary for Commerce showing that the trade balance in favour of the United States to July 1st will amount to \$200,000,000. The British content that this shows that American trade is not suffering by British action.

## THE WAR AND IMMIGRATION INTO AMERICA.

Mr. Jeremiah W. Jenks, Ph. D., L.L.D., Director of the Division of Public Affairs, New York University, and of the Far Eastern Bureau contributes the following to the *San Francisco Chronicle*:—

The war's effect upon future immigration is now a much-debated subject. With the renewal of rumors of peace and the possible early ending of the present conflict, the problem of immigration and its restriction or non-restriction, will again be to the front. Already the very serious question of the entrance of diseases such as typhus, cholera, bubonic plague and insanity is a matter of concern to the medical men of this country. Whether immigration will be permanently increased or decreased is a question vitally affecting every person in this country. Have the demands made by the need of rebuilding from the waste and destruction of war been so great in the past as to counteract the desire to pull away from war's misery and to begin life again in a new country? Is there the slightest evidence in the statistics for immigration to this country in the past upon which either of the two camps—the one predicting a greatly increased immigration; the other, a greatly decreased one—may base their claims?

Summarizing the facts brought out by an examination of the immigration statistics with this inquiry in mind we are able to say that war generally (although not always) makes "or a temporary immediate decrease in immigration, followed, invariably, by a decided increase soon after peace is declared. In no case among the countries involved in recent wars has there been a permanent decrease in immigration from the countries affected, while, on the contrary, in some cases, immigration reached its highest point within the decade following the conflict. In the years following the Franco-Prussian war immigration from both France and Germany increased, and, in fact, reached the very highest point within a few years after its close. Greek immigration steadily mounted after the Turco-Greek struggle of 1898. English immigration more than trebled following the Anglo-Bosnian war. Following the Balkan war, immigration from all the countries involved—Bulgaria, Serbia, Montenegro, Greece, and even Turkey—came back to normal, and in some cases made a decided increase.

As far, then, as past statistics go, those who are claiming that the present war will permanently decrease immigration have no grounds for their statements. If immigration is to follow its normal course as illustrated by previous wars, we may expect an almost immediate return to the figures of 1914, and, most probably, an increased immigration in the years following. It is interesting to note that even now from those countries having a fairly regular seamen's service with this country—England, Holland, Denmark, France and the Scandinavian countries—we are getting only a slightly reduced immigration. It is even claimed that considerable parts of the present great reduction in Italian and Greek immigrants is due to the lack of ships. Countries which lately have been sending a large number of immigrants to this country—Russia, Austria-Hungary, Germany and the Balkan States—are now almost entirely cut off, so far as immigration is concerned.

Compared to the population from which we formerly drew our immigrants, the present resources of population in the countries just enumerated seem almost unlimited. Causes impelling towards emigration from these countries will be operative at full capacity at the end of this great war. Millions of men will have made the break from home ties and narrow village life which will make of emigration only another adventure. Those who abhor war and militarism will have had such personal experience of the horrors of war as to make them flee from it as fast as they can.

Thousands will have lost friends and relatives and homes, and little will be left them to cause them to remain in their own countries. Many will turn their eyes toward new soils and new flags. Much of this immigration, no doubt, will be good, but much of it will be bad. The United States should furnish protection to those already here, and see to it that a reasonable and just policy of restriction be enacted, so that the evils of immigration may be met and averted before it is too late.

Concerning the existence, or otherwise, of a large modern British battleship which has variously been rumored to have been sunk by a mine, and immediately lost, sunk, raised and reinstated; and never sunk at all, with romantic trimmings to the tale which have seemed to leave little doubt that she had gone to Davy Jones' locker for ever, it is of interest to note that Clowes' Naval Pocket Book for the current year, corrected up to April last, still gives this ship on the list of effective fighting ships of the navy and no reference is made to her ever having been elsewhere. The editor of the Pocket Book, in a prefatory note, explains that this year's issue has been produced in circumstances of considerable difficulty, caused both by the lack of trustworthy information and by the fact that the editor is himself serving afloat. It is inconceivable that the name of this vessel would be retained in a standard publication such as Clowes' if in point of fact she had no existence as a fighting unit.

The Hon. Treasurer of the Aline Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—  
E. E. A. and C. Telegraph Co. \$50  
Fairall & Co. 10  
W. C. Jack & Co. 10  
Robert Doherty & Co. 10  
T. A. Loughlin 10  
Caldbeck, MacGregor & Co. 10

## INTIMATIONS

**LANE, CRAWFORD & Co.**  
(ESTABLISHED 1850). (TELEPHONE 1741).

FOR ALL KINDS OF

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**LADIES' LEATHER HAND-BAGS. SILK VANITY BAGS.**

**HOLDALLS****LINEN BAGS.**

**GENT'S COLLAR BOXES. COLLAR BAGS.**

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**HAT CASES, CRICKET BAGS.****TENNIS BALL NETS, ETC., ETC.****ALL BRITISH MADE.****LANE, CRAWFORD & CO.**

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LONDON CUTTER.

Hongkong, 14th June, 1915.

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## NEW ADVERTISEMENTS

THE SALAMANDRA INSURANCE CO.,  
ESTABLISHED IN 1846, IN PETERSBURG.

THE AGENCY OF THE SALAMANDRA  
INSURANCE COMPANY, ESTABLISHED  
in 1846, in Petersburg, hitherto held by Messrs.  
SHEPHERD & CO. at Canton, has been withdrawn  
from this date.

SALAMANDRA INSURANCE CO.,  
ESTABLISHED 1846, IN PETERSBURG.  
SERGEI BERNSTOCK,  
Chief Attorney.  
Canton, 24th June, 1915. [685]

THE HONGKONG GORINTHAN  
YACHT CLUB.

A GENERAL MEETING of Members  
will be held at the Club House on June  
30th, 1915, at 8 P.M.  
All Members are specially requested to attend.  
By Order of the Committee.  
A. D. GBE.  
Hon. Secretary. [687]  
Hongkong, 24th June, 1915.

## PEAK CLUB.

## BAND NIGHTS.

BY kind permission of Lt. Col. WATSON  
and Officers of the 4th Punjab, the  
Band of the Regiment will play at the Club  
commencing at 8 P.M. on the following nights  
(weather permitting):—

SATURDAY, 3rd July, 1915.  
do, 17th " "  
do, 31st " "  
do, 14th Aug. " "  
do, 28th " "

ENTERTAINMENT COMMITTEE.  
PEAK CLUB. [688]  
Hongkong, 22nd June, 1915.

## IN THE SUPREME COURT OF HONGKONG.

## IN THE MATTER OF THE COMPANIES ORDINANCES, 1911

## IN THE MATTER OF THE HONGKONG TURKISH BATH &amp; TOILET COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that a  
Petition for the Winding up of the  
above-named Company by the Supreme Court  
of Hongkong was presented to the Court on the 19th day of June, 1915, by the said Company by LUX MAN  
TUNG, of the said Company, as its sole and  
exclusive agent, and that the said Petition is directed  
to be heard before the Court sitting at the  
Court of Justice on the 9th day of July, 1915,  
and any Creditor or Contributor of the said  
Company desirous to support or oppose the  
winding up of the order on the said Petition may  
appear at the time of hearing by himself or his  
counsel for that purpose, and a copy of the  
Petition will be furnished to any Creditor or  
Contributor of the said Company requiring the  
same by the undersigned on payment of the  
regulated charge for the same.

DENNIS & BOWLEY,  
Solicitors for the Petitioner.

NOTE.—A person who intends to appear  
on the hearing of the said Petition must serve  
on or send by post to the above-named notice  
in writing of his intention so to do. The  
notice must state the name and address of the  
person, or if it is to be served on the person  
or firm, and must be signed by the person  
or firm or his or their solicitor (if any), and  
must be served, or if posted, must be sent by  
post in sufficient time to reach the above-named  
notice not later than 6 o'clock in the afternoon of the  
8th day of July, 1915.

Hongkong, 24th June, 1915. [689]

## NOTICE.

WE beg to say that our late father,  
YU HAK MING, alias YU TAK SING,  
alias YU TAK SING, a native of Ping Yuen  
district, Kwong Tung, who was poor when  
young, and who proceeded to Ipoh, Perak, and  
Seremban, in the Straits Settlements, to work  
mines for many years, succeeded in obtaining a  
large sum of money, which was sent back to his  
native country and invested in real estate, i.e.  
over Sixty Houses for Shops in Swatow and  
Mui Yuen district, and over Twenty Houses,  
Shops and Schools, together with over Three  
Thousand *Mow* of Agricultural Land.  
These properties were all registered in the  
Magistrate's Office of Ching-Hoi-Mah-yuen  
and Ping-yuen, title deeds being held for them  
and tax regularly paid in respect of them.

Unfortunately, our late father died on the  
23rd day of the Eleventh Moon last year in his  
native country, Ping-yuen district. There are  
seventeen sons of the deceased and each of us is  
entitled to a share of the said property. The first  
son, named YU YEN HON, died some time  
previously and left two sons named YU HIN WAI  
and YU YAN WAI; the second son was named  
YU YEN LEUNG alias YU KAI PAU; the third  
son YU YEN KAI alias YU FUK NGOM; the fourth  
son YU YEN NGAI alias YU YAM SAM; the fifth  
son YU YEN KAI alias SHIAH CHAI; the sixth son  
YU YEN WAI; the seventh son YU YEN FOK, alias  
YU KAI MI; the eighth son YU YEN CHOW, alias  
YU CHIA CHING; the ninth son YU YEN SO, alias  
YU CHAI; the tenth son YU YEN HING, alias YU  
MIU; the eleventh son YU YEN CHING, alias YU  
TUNG; the twelfth son YU YEN TUNG; the thirteenth  
son YU YEN YUNG; the fourteenth son YU YEN KWAI;  
the fifteenth son YU YEN WING; the sixteenth  
son YU YEN CHEUNG; the seventeenth son YU  
MING; and there are also six or seven grand-  
sons.

As we have so many near relations, it is  
feared that among them there may be one or  
two who might secretly contract debts. All we  
brothers, therefore, had a meeting and decided  
that no one be allowed secretly to sell or  
mortgage the said property. We therefore resolved  
to announce publicly, as we fear that our distant  
relatives or friends are ignorant of the fact,  
that the said property cannot be mortgaged or  
conveyed as security for obtaining loans of  
money secretly, and if any of our brothers  
should have secured any loan on such security  
or if anyone should demand the repayment of  
it from the one who is responsible for it, other-  
wise we will not be held responsible for any  
debts contracted.

Signed:—YU YEN NGAI, YU YEN LEUNG,  
YU YEN KAI, YU YEN KWAI,  
YU YEN CHOW, YU YEN WAI,  
YU YEN FOK, YU YEN SAM,  
YU YEN TUNG, YU YEN HING,  
YU YEN CHAI, YU YEN YUNG,  
YU YEN CHEUNG, YU YEN MING,  
YU YEN WING, YU YEN MIU.  
4th June 4th Republic Year.  
Hongkong, 24th June, 1915. [690]

## INTIMATIONS

PEAK TRAMWAYS COMPANY,  
LIMITED.

## NOTICE.

MAY ROAD STATION will be Open for  
Traffic on and after THURSDAY,  
July 1st.

Single Fares from Upper or Lower Terminus,  
20 Cents.

Season Tickets available for Three Months  
between the Lower Terminus and May Road—  
can be obtained on application at the Company's  
Office at the following rates:—

Gentlemen ... \$20.00  
Ladies ... \$10.00  
Children ... \$5.00

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 21st June, 1915. [681]

THE HONGKONG ICE CO., LTD.

## NOTICE.

OWING to the INCREASED COST of  
Manufacture, &c., it has been decided to  
raise the Price of ICE to 11 cents per lb. as  
from 1st July next.

JARDINE, MATHESON & Co., Ltd.,  
General Managers.

Hongkong, 18th June, 1915. [678]

## NOTICE.

THE 6 PER CENT. INTERNAL LOAN  
OF THE 3RD YEAR OF THE  
CHINESE REPUBLIC (1914).

THE Public are hereby notified that the  
SECOND PAYMENT OF INTEREST  
of the 6% Internal Loan of the 3rd year of the  
Chinese Republic (1914) will fall due on the  
30th of June of this year. With the exception  
of the detailed regulations, governing the  
Payment of Interest of the Loan, which have  
been published in the Government Gazette and  
which have been printed for the information of  
the Public by all the establishments authorized  
for the Payment of Interest, the following  
important points are hereby published for  
general information:—

1. The date when the Payment of Interest  
begins:—

30th June, 4th Year of the Chinese  
Republic.

2. The Organs authorized for the Payment of  
Interest:—

a. All Magistrates' Yemens.

b. The Head and Branch Offices of the  
BANK OF CHINA and of the BANK  
OF COMMUNICATIONS.

c. The Reliable Agents of the above-  
mentioned two Banks.

d. All Maritime Customs Offices.

3. The Methods for the Claiming of Interest.

The Public when Claiming for the Interest  
must submit down the matured Coupons and proceed  
to any of the above-mentioned Organs with the  
said Coupons. The said Organs after examining  
the said Coupons will then pay the Interest and  
retain the Coupons as paid. But the holders of  
\$1,000 Bonds and of \$10,000 Bonds must not  
submit down the Coupons themselves, as the said  
Bonds have to be examined first by the Organs  
concerned.

The Matured Coupons can be used as cash in  
Payment of Land Tax. The Interest of the  
Coupons is expressed in terms of "Big Dollar,"  
and if it is required to be converted into Taels  
or Copper Cash, then the Rate of Exchange for  
different districts will be decided and posted in  
conspicuous places by the various Financial  
Bureaux concerned.

The blank Coupon No. 1 of each Bond must  
be cut down at the time when the Coupon No. 2  
is presented for payment in such order of payment  
of Land Tax and to be handed over for cancella-  
tion together with the Coupon No. 2. The  
Public are requested to read over the detailed  
regulations governing the payment of interest,  
which are obtainable at all authorized Organs  
above-mentioned.

By Order,  
THE BUREAU OF NATIONAL LOANS.

[688]

THE NATIONAL LOAN OF THE  
THIRD YEAR OF THE  
REPUBLIC OF CHINA.

SIXTEEN MILLION DOLLARS  
(\$16,000,000)

AND  
SUPPLEMENTARY ISSUE OF EIGHT  
MILLION DOLLARS (\$8,000,000).

SUBSCRIBERS to the above LOAN are  
hereby notified that the Interest Instal-  
ment for the month of June amounting to  
Dollars One Hundred and Twenty Thousand  
(\$120,000) has been duly received by the  
Undersigned and brought to Loan Service  
Account.

F. A. AGLEN,  
Inspector General of Customs,  
and Vice-Chairman of the Bureau of  
National Loans.

Inspectorate General of Customs,  
Peking, 14th June, 1915. [692]

G. B.

NOTICE.

ALL Persons applying to the PROVOST  
MARSHAL for Passes are requested in  
future to apply between the hours of 9 A.M.  
to 1 P.M. and 2 to 4 P.M. daily.

Hongkong, 16th February, 1915. [292]

IF YOU SHAVE WITH  
A SAFETY RAZOR  
SAVE YOUR OLD  
BLADES.

75 Cts. We can re-sharpen their usefulness  
per dozen. like new.

WE SHARPEN EVERYTHING.

CAMPBELL, MOORE & Co., LTD.

Hongkong, 24th June, 1915. [697]

## HOUSES TO LET

TO LET.

From 1st July.

NORMAN COTTAGE, No. 2, Peak Road

4 GOOD ROOMS.

Apply—

PERCY SMITH, SETH & FLEMING,

5, Queen's Road Central.

Hongkong, 23rd June, 1915. [685]

TO LET AT THE PEAK.

TOP FLAT, FURNISHED, 2 LARGE

ROOMS, Dressing Room, 2 Bathrooms,

use of Nursery, Dry Room, Kitchen, Servants'

Quarters, Telephone, Inclusive \$100 per month.

Apply—

Care of "Daily Press" Office.

Hongkong, 16th June, 1915. [673]

TO LET.

IN CHATER ROAD, facing the Cricket

Ground, ROOMS suitable for Office.

Apply to—

Care of "Daily Press" Office.

Hongkong, 16th June, 1915. [670]

TO LET.

"HOMEVILLE" No. 103, Wanchai

Road, 10-Roomed House, with

Small Garden, Splendid View of the Harbour,

TWO GODOWNS at Wanchai, Nos. 6 and

8, Cross Lane (formerly occupied by Meyerink

& Co.).

Apply—

D. H.

Care of "Daily Press" Office.

Hongkong, 16th June, 1915. [661]

TO LET.

HOUSES in TORRES BUILDINGS,

Kowloon.

Apply to—

SPANISH DOMINICAN

PROCURATOR.

Hongkong, 9th June, 1915. [601]

TO LET.

FURNISHED, including a splendid Piano,

"FAIR VIEW," No. 3, Robinson Road,

containing 6 Rooms, with ample Servants'

Quarters.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 1st June, 1915. [815]

TO LET.

2ND FLOOR No. 1, DUDDELL STREET,

for Office or Dwelling.

Apply within.

Hongkong, 1st June, 1915. [816]

TO LET.

BRITISH CONCESSION, SHAMEEN,

CANTON.

[13]

JUST Completed: Building of Modern

Fire-Proof Structure; Electric Light

and Hot and Cold Water Installation through-

out. Good Office and Godown accommodation.

Three self-contained Flats. Occupation and

July. Inspection invited.

Apply—

T. E. GRIFFITH, Ltd.,

Canton, 25th May, 1915. [811]

TO LET.

FOUR-ROOMED FLATS in Hanoi Road,

Kowloon, and MAY ROAD, Hongkong,

with possession on or about 15th August next.

English Baths and Kitchen ranges, Hot and

Cold Water, Electric Light. First Class

Modern Apartments throughout, including

Water Carriage System.

"PENYRHEW," Minden Row, Kowloon,

6-Roomed House with Tennis Court.

3 and 5 MINDEN VILLAS, Kowloon,

5-Roomed Houses with Tennis Courts.

FOUR-ROOMED HOUSES in Gordon

Terrace and Salisbury Avenue, Kowloon.

FLATS in Nathan Road, Kowloon.

A FLAT in Humphrey's Buildings, Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE

Co., Ltd.,

Alexandra Buildings.

Hongkong, 4th June, 1915. [580]

TO LET.

A HOUSE in Kowloon Terrace

Kowloon.

Apply—

THE HONGKONG LAND INVEST-

MENT & AGENCY Co., Ltd.

Hongkong, 1st March, 1915. [46]

TO LET.

THE GROUND FLOOR of No. 6, DES

VEUX ROAD CENTRAL, occupied

by Madame Gains, etc.

Apply—

DAVID SASSOON & Co., Ltd.

Hongkong, 10th February, 1915. [572]

TO LET.

HOUSES in CLIFTON GARDENS,

Conduit Road.

OFFICES, facing the Harbour between the

Hongkong Club and Post Office.

58, THE PEAK "THE RETREAT,"

21, WONG-NEI-CHONG ROAD,

GODOWNS, New Prince, Kennedy Town.

GODOWNS, at Wanchai Road.

Apply, etc.

THE HONGKONG LAND INVEST-

MENT & AGENCY Co., Ltd.

Hongkong, 1st April, 1915. [38]

TO LET.

OFFICES in St. GEORGE'S BUILDING

Second Floor, Overlooking Harbour

immediate possession.

Apply to—

SHEWAN, TOMES & Co.

Hongkong, 2nd December, 1914. [39]

## QUEEN'S BUILDING.

TO LET, the South-West portion of the

FIRST FLOOR, including Treasury

in Ground Floor, lately in occupation of the

former Bank.

GODOWN, No. 9, Lee House Street.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY Co., Ltd.

Hongkong, 1st March, 1915. [36]

## INTIMATION

BY APPOINTMENT.

WATSON'S

FORMAZONE.

(REGISTERED.)

A Refreshing, Invigorating and

Palatable drink, particularly

suitable for Tennis, Shooting

and Bathing Parties.

PINTS \$1.00 PER DOZ

SPLITS 60 CTS. "

TRADE MARK.

A. S. WATSON

& CO., LTD.

STERILIZED WATER MANUFACTURERS.

[13]

HONGKONG OFFICE: 104, DES VUEX ROAD C.

LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 24TH, 1915.

## THE RAILWAY IN CHINA.

ONE of the most noteworthy signs of

progress in China during the past

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# THE WAR.

## OPERATIONS IN GALLIOLI.

### SUBSTANTIAL SUCCESS ACHIEVED.

### FALL OF LEMBERG PROBABLE.

### RUSSIANS' LAST DESPERATE STAND.

### FIERCE FIGHTING NEAR ARRAS.

### ENEMY SUFFERS HEAVY LOSSES.

### BOTHA'S FURTHER SUCCESS.

#### THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

#### SANGUINARY FIGHTING IN GALLIOLI.

#### SUBSTANTIAL SUCCESS ACHIEVED BY THE FRENCH.

LONDON, June 23rd.  
The Press Bureau publishes a despatch from the Headquarters at the Dardanelles dated the 22nd inst., which states that after 24 hours' heavy and continuous fighting a substantial success was achieved in an attack by General Gouraud's troops, resulting in the capture of a considerable portion of Turkish trenches.

As already reported, the battle on the 4th and 8th June resulted in a good advance of the Centre, to which neither the Right nor the Left Wings were able to conform owing to the strength of the Turkish positions in front of the flanks. General Gouraud at 4.30 on Monday morning began an attack on the formidable works running along the Kerevesdere, and by noon the 2nd French Division had stormed and captured all the Turkish first and second line trenches opposite their front, including the famous Haricot redoubt, with a subsidiary maze of entanglements and communication trenches.

#### TRENCHES TAKEN AND RETAKEN.

On their right the 1st French Division, after fierce fighting, also took Turkish trenches opposite their front, but a heavy counter-attack forced them back. Again this Division attacked, and again it stormed the position, but again it was driven out.

The bombardment of the Turkish Left Wing was resumed, British guns and howitzers again aiding the French artillery. A fine attack was launched at about six o'clock in the evening, in which 600 yards of the Turkish first-line trenches were taken. Despite heavy counter-attacks during the night, especially at 3.30 in the morning, all the captured positions are still in our hands.

#### ENEMY'S HEAVY LOSSES.

The enemy lost most heavily. One Turkish battalion, advancing to reinforce the Turks, was spotted by an aeroplane, and practically wiped out by 75's before they could scatter.

The calm and contempt of danger shown by the young French drafts—the last contingent of French averaging only 20 years—was much admired.

The French battleship *St. Louis* did excellent service against the Asiatic batteries during the fighting.

#### NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

#### SUBMARINE SUPPLY SHIP CAUGHT.

Rome, June 23rd.

An auxiliary cruiser ho'ly chased and captured an Austrian naphtha steamer in the Mediterranean. The ship was carrying supplies for submarines.

#### RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

#### FALL OF LEMBERG PROBABLE.

#### RUSSIANS MAKING LAST DESPERATE STAND.

LONDON, June 23rd.

Russian Military experts do not conceal the probability of the fall of Lemberg, although a last desperate stand is being made nearer the city behind the Grodek lines. But the town is not strongly fortified, and even the Austrians last September did not attempt its defence.

A German phalanx is approaching the town from the north by way of Rawa Russka in a wide encircling movement, while the Austrians are advancing from the south-west. The Russians, however, have succeeded thus far in retiring in good order, hence the German victory is incomplete, while they are confronted with a practically unbroken front, possessing unimpaired potentialities for an offensive which will make themselves felt at the most favourable opportunity.

The situation is somewhat akin to that on the Western front on the occasion of General Joffre's retirement upon the Marne. The strength of the Russian positions upon the Tanev front make the enemy offensive northwards improbable.

#### GENERAL.

[THROUGH REUTER'S AGENCY.]

#### THE NEW BRITISH WAR LOAN.

#### MOST ATTRACTIVE INVESTMENT OF MODERN TIMES.

LONDON, June 23rd.

Almost before Mr. McKenna (Chancellor of the Exchequer) had concluded his speech in the House of Commons on the new War Loan, there was a rush of would-be investors in the city. When the Bank of England closed its normal business of the day long queues of City men formed up awaiting the issue of the prospectus.

Opinion is unanimous that it is the most attractive investment of modern times. When the prospectus was issued at 7.30 p.m. there was a queue of enormous proportions. The distribution was made in an open courtyard. Some applicants took huge piles of the prospectus for the Banks, and a dozen vans were requisitioned to carry consignments to the railway stations for the provinces.

#### ORGANISATION OF MUNITIONS.

LONDON, June 23rd.

Mr. Lloyd George, the Minister of Munitions, conferred with the French Under-Secretary for War, M. Thomas, who is the organiser of the French munitions at Boulogne on Saturday and Sunday. Both Ministers were accompanied by experts.

#### GREEK WAR POLICY.

#### M. VENEZELOS' SIGNIFICANT STATEMENT.

ATHENS, June 23rd.

M. Venezelos has authorised the statement that he is convinced that any policy except supporting the Entente Powers would be disastrous to Greece.

[THROUGH REUTER'S AGENCY.]

#### TRIBUTES TO A DEAD HERO.

LONDON, June 23rd.

A great crowd at Victoria Station awaited the arrival of the remains of Flight-Sub-Lieutenant Warnford, V.C. Among those present were the deceased hero's sisters and step-father, and representatives of the Admiralty. The coffin, covered with the Union Jack and masses of wreaths, was accompanied from France by a detachment of the Naval Air Service, and was conveyed to Brompton Cemetery on a gun-carriage, drawn by a detachment of the Royal Naval Division.

#### COTTON FIRE IN FRANCE.

LONDON, June 23rd.

Two warehouses and 12,700 bales of cotton have been destroyed by a fire at Havre. The damage is estimated at over £40,000.

#### FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

#### FURTHER FIERCE FIGHTING NEAR ARRAS.

#### ENEMY USES POISON BOMBS.

PARIS, June 22nd.

5.55 p.m.

Today's communiqué says:

The German long-range gun that has been firing into Dunkirk showed renewed activity. Fourteen shells were fired, and some civilians were killed.

The Belgians achieved a neat success in the St. George's region. They took a German trench, killing or capturing all the occupants.

In the battle around Arras the enemy, after a very fierce bombardment, attacked at various points, but was completely repulsed, except to the south-east of Souchez, where he regained a foothold in a portion of one trench. The Germans in the region of The-Labyrinth sustained heavy losses. Another German attack was defeated by infantry and artillery fire. The enemy used gas bombs.

The French continue to advance in Lorraine and in Alsace, easily repulsing counter-attacks and capturing some prisoners and machine-guns.

#### BRITISH ATTACK AROUND FESTUBERT.

#### ENEMY'S SEVERE LOSSES.

LONDON, June 23rd.

The Eye-Witness at the British Headquarters, describing the resumption of the British offensive west of La Bassée, briefly chronicled in Field-Marshal Sir John French's bulletin, says:

By the morning of the 17th inst. in the Festubert region, after enemy counter-attacks at night, the net British gain of ground amounted to 100 yards in depth along a frontage of 300 yards, but during the two days and nights of fighting severe loss was inflicted on the enemy.

#### AFRICA.

[THROUGH REUTER'S AGENCY.]

#### BOTHA'S FURTHER SUCCESS.

PRETORIA, June 23rd.

General Sir Louis Botha's forces have occupied Omaruru, on the Swakopmund-Grootfontein Railway. The advance continues.

#### ACTIVE HOSTILITIES TO BE RESUMED.

PRETORIA, June 23rd.

Since the occupation of Windhoek, General Botha's movements have been hindered by a lack of supplies. The troops have been on half, and even on quarter rations. Replenishment now permits of the resumption of active hostilities, which are likely to be effective.

#### DE WET SENTENCED TO SIX YEARS' IMPRISONMENT.

BLOEMFONTEIN, June 23rd.

The ex-General De Wet has been acquitted on the charge of proceeding to join the Germans.

LATER.

De Wet has been sentenced to six years' imprisonment and a fine of £2,000.

#### COMPANY MEETING.

#### HONGKONG TRAMWAY CO., LTD.

The ordinary general meeting of the Hongkong Tramway Co., Ltd., was held at the offices of Messrs. Jardine, Matheson & Co. yesterday, the Hon. Mr. David Landale presiding. There were also present the Hon. Sir C. P. Chater, C.M.G., the Hon. Mr. E. Sherrin, Sir Robert Ho Tung, the Hon. Mr. Lau Chu Pak (Directors), Father Robert, Messrs. G. C. Moxon, H. J. Gedge, A. R. Lowe, A. Ritchie, C. C. Boyd, J. W. Taylor, Ho Fook, Chan Kai Ming, J. M. Alves, Tsang Foo, Wong Chung Ho, and the General Manager (Mr. J. J. Stodart Kennedy).

The General Manager having read the notice convening the meeting and the Auditors' report.

The CHAIRMAN said—Gentlemen, with your permission I will take the Report and Accounts as read. As you are all aware, arrangements have been completed for transferring the Directorate and Head Office of the Company to Hongkong, and I think the advantages of this change will be apparent to you all. The Directors being on the spot, will be able to give their personal and immediate attention to the affairs of the Company; there will be a saving of a part of the London Office expenses; and there will also be a saving of any loss in exchange in remitting large sums to England which it was necessary to do under the old arrangement. Messrs. Shewan, Tomes & Co. still continue to act as Agents for the Company, but we have appointed a Secretary, who will take over the work as soon as the arrangement with Messrs. Shewan, Tomes & Co. is terminated. The expenses connected with this transfer had of necessity to be undertaken in the first place by the shareholders here, and a resolution will be proposed sanctioning the payment of these expenses by the Company. The question of relieving shareholders resident here of the payment of income tax on the profits of the Company is receiving the attention of the Directors, and the Commissioners of Inland Revenue have been approached on the subject. We are advised that the Company being registered in London must in the first instance pay this tax but that individual shareholders can recover the portion of the tax pertaining to their share by satisfying the Commissioners that they have been resident out of the United Kingdom during the whole of the year 1914. I would like to take this opportunity of saying that the thanks of shareholders are due to those gentlemen who have acted as Directors of the Company in the past and to Mr. Demer, the Secretary, for the very efficient manner in which the affairs of the Company have always been attended to in London.

The accounts for the year under consideration are, I think, very satisfactory in view of the abnormal conditions prevailing in the Colony since the outbreak of war. The first seven months of the year our traffic receipts showed a steady improvement over the corresponding period of 1913, and even taking the whole year an increase would have been shown had not the rate of exchange fallen. The loss on subsidiary coinage has unfortunately increased which is a serious matter for the Company, but we can only hope that the steps that the Government are now taking to withdraw from circulation this surplus coinage will bring about the desired result. The increase in expenditure amounted to £444, this being composed of an increase in the General Expenses (chiefly Income Tax and Legal Expenses) of £200, less a saving on working expenses and maintenance of £470. You will observe that we have charged in the accounts the sum £233 for Royalty payable to the Hongkong Government. The Tramway Ordinance provides for the payment of this Royalty after 10 years from the date 22nd September, 1904, of opening for traffic, and the approximate amount that will be payable for a full year will be £1,000. The absence of any proper regulation of the traffic in Hongkong is a matter, like the depreciation of the subsidiary coinage, over which the Company has no control but which causes us very heavy loss in more ways than one. The ordinary rules of the road are entirely disregarded by the heavier traffic. The trucks are made of the same wheel gauge as our lines, which they constantly use, and are thus enabled to carry a load very much in excess of what they could move for any distance on the other parts of the road. We estimate that about 80 per cent. of the goods traffic of Hongkong is conveyed on our lines. This causes very excessive and irregular wear to our rails, besides obstructing and delaying the trams, and, if the present conditions continue, it is only equitable that compensation in some form or another should be given to the Company.

With regard to depreciation, the figure of £6,530 which is included in the Profit and Loss Account has been calculated on a technical basis and from actual observed wear and tear, and is based on the expectation of life of each of the different classes of assets. In addition to this, we propose to reduce the book value of the undertaking by £2,000 and a resolution authorising this will be proposed later. We are advised that it is necessary to write down the value of the undertaking by the sum of £8,000 to conform with the valuation made on the 31st December, 1909, and the £2,000 now proposed to be written off is an instalment of this amount. The amount of cash shown in our accounts with our bankers in London is very large but we have since invested a considerable portion of this, which will, of course, increase our receipts from interest. I now beg to propose that the Report and Accounts be adopted, and that the Dividends be paid to the persons registered as shareholders on the 30th April 1915. I may explain that the date of the 30th April was fixed upon in order to give time or the closing and adjusting of both the London and Hongkong Share Registers. I hope next year it will be possible to hold our annual meeting much earlier in the year, not later than the month of March. Dividend warrants will be paid by the Hongkong and Shanghai Banking Corporation at rate of exchange of 1/10-12.

Sir PAUL CHATER seconded the resolution, which was carried unanimously.

The CHAIRMAN proposed "That dividend at the rate of 10 per cent. per annum for the year to the 31st December 1914, free from income tax as hereby declared, be payable to shareholders registered in the books of the Company on the 30th day of April 1915."

Sir PAUL CHATER seconded the motion, which was carried unanimously.

The CHAIRMAN—I beg to propose that the sum of £2,000 be written off the value of the Tramway undertaking.

Sir PAUL CHATER seconded the motion, which was carried unanimously.

Mr. MOXON then proposed the re-election of the Hon. Mr. D. Landale and the Hon. Sir Paul Chater as Directors of the Company until the next annual meeting.

Mr. RITCHIE seconded, and the motion was carried.

Messrs. Lowe, Bingham, and Matthews were re-elected Auditors of the Company, at a fee of £1,000, on the motion of Mr. Ho Fook, seconded by Mr. CHAN KAI MING.

The Rev. Fr. ROBERT proposed:—"That this Meeting sanction the payment by the Company of all costs incurred by shareholders in and about the alteration of the Articles of Association, and the transfer of the Head Office of the Company to Hongkong."

Mr. RITCHIE seconded, and the resolution was carried.

The CHAIRMAN—That is all the business, gentlemen. I thank you for your attendance. Dividend warrants may be obtained on application at Messrs. Shewan, Tomes & Co.'s office to-morrow.

#### "WAR IS HOLY."

#### TRANSFORMATION OF GERMAN RELIGION.

Some remarkable notes on the perversion of religious sentiment in Germany as a result of the war appear in *The Times* from the pen of Mr. Olaf D., a Norwegian, who has recently made a tour through that country. The article is quoted by Mr. R. Franklin Tate, the *Daily News* Paris correspondent.

Religion in Germany, he observes, has been transformed by the war into a purely political instinct. The doctrine of the Superman, of the rebellious hero who lives above the laws, has given birth to that of the super-people, which, by cannon and dynamite, will purify the world and then repeople it.

The god of the Germans is none other than the god of battles, the avenging, angry, jealous god. Their people are the chosen people; the Holy Land is the empire; the children of God, the Teutons. They alone have a pure heart and easy conscience. The others are the strayed sheep.

The preachers go to the Old Testament for their favourite texts. A striking instance is that of the Hebrews fighting against Philistines and Amalekites. In order to excuse the violation of Belgian territory by the German troops, a pastor took as his text the book of Deuteronomy, ch. 11, v. 23, where we are told how Sihon (that is, King Albert) refused the Israelites a passage through his country, and how he, his people, and his country, were utterly destroyed in consequence. In this Kaiser's church one Sunday morning Mr. Olaf D. listened to a sermon by the famous Dr. Dryander, the Court preacher. The text was "Jesus and the War." The preacher quoted Moltke: "War is holy, war is a divine institution; it is one of the sacred laws of the world; it keeps alive in men all the great and noble sentiments: honour, disinterestedness, virtue, abnegation, and courage."

Mr. Olaf D. visited in Cologne a priest to whom he had a letter of introduction. The conversation turned upon the "German crimes" in Poland. "He had read M. Bedier's pamphlet. In his opinion it was by no means convincing. It contained errors of translation. And besides if the French had been able to penetrate into Germany, would their conduct have been different from that of his countrymen in the enemy's land?"

#### PRESIDENT WILSON AND THE AMERICAN NAVY.

#### NO INTIMATION OF AGGRESSION.

The text of President Wilson's speech to the officers of the Navy at a review of the fleet in New York, on the 17th ult. is as follows:

This is not an occasion on which, it seems to me, it would be wise for me to make many remarks, but I would deprive myself of a great gratification if I did not express by pleasure at being here, my gratitude for the splendid reception which has been accorded me as the representative of the nation, and my profound interest in the Navy of the United States. "This is an interest with which I was apparently born, for it began when I was a youngster and has ripened with my knowledge of the affairs and policies of the United States. I think it is a natural, instructive judgment of the people of the United States that they may express their power appropriately in an efficient Navy, because that Navy somehow is expected to express their character, not within our own borders, where that character is understood, but outside our borders, where it is hoped we may occasionally touch others with some slight vision of what America stands for."

PRINCE SECRETARY DANIELS.  
"But before I speak of the Navy of the United States I want to take advantage of the first public opportunity I have had to speak of the Secretary of the Navy—to express my confidence and admiration, and to say that he has my unqualified support, for I have conversed with him in intimate fashion. I know how sincerely he has at heart that everything that the Navy does and handles should be done and handled as the people of the United States wish them handled—because efficiency is something more than organization."

#### NO BLUSTER ABOUT SHIPS.

"I like to imagine in my thoughts this ideal: Those quiet ships lying in the river have no suggestion of bluster about them—no intimation of aggression. They are commanded by men thoughtful of the duty of citizens as well as the duty of officers—men acquainted with the traditions of the great service to which they belong—men who know by touch with the people of the United States what sort of purposes they ought to entertain and what sort of discretion they ought to exercise, in order to use those engines of force as engines to promote the interests of humanity."

"For the interesting and inspiring thing about America is that she asks nothing for herself except what she has a right to ask for humanity itself. We want no nation's property; we wish to stand selfishly in the way of no nation; we want nothing that we cannot get by our own legitimate enterprise and by the inspiration of our own example; and, standing for these things, it is not pretension on our part to say that we are privileged to stand for what every nation would wish to stand for, and speaking for those things which all humanity must desire."

"When I think of the flag which those ships carry, the only touch of color about them, the only thing that moves as if it had a settled spirit in it, in their solid structure, it seems to me that I see alternate strips of parchment on which are written, Are the right of liberty and justice and strips of blood spilled to vindicate those rights? And then, in the corner, a prediction of the blue serenity into which every nation may swim which stands for these great things."

The mission of America is the only thing that a sailor or soldier should think about; he has nothing to do with the formulation of her policies; he is to support her policy, whatever it is, but he is to support her policy in the spirit of herself, and the strength of our policy is that we, who for the time being administer the affairs of this Nation, do not originate her spirit; we attempt to embody it; we attempt to realise it in action; we are dominated by it, we do not dictate it."

"And so every man in arms who serves the Nation—be he stands and waits to do the things which the Nation desires, America sometimes seems, perhaps, to forget her programme, or, rather, I will say that sometimes those who represent her seem to forget her programme. But the people never forget them. It is as startling as it is touching to see how, whenever you touch a principle, you touch the hearts of the people of the United States. They listen to your debates of policy, they determine which party they will prefer, they choose and prefer as ordinary men, but their real affection, their real force, their real irresistible momentum, is for the ideals which men embody."

"I never go on the streets of a great city without feeling that somehow I do not confer elsewhere than on the streets with the great spirit of the people themselves, going about their business, attending to the things which concern them, and yet carrying a treasure at their hearts all the while, ready to be stirred not only as individuals, but as members of a great union of hearts that constitutes a patriotic people."

#### QUICKENS MEN'S PULSE.

"And so this sight in the river touches me merely as a symbol of that, and it quickens the pulse of every man who realizes these things, and have anything to do with them. When a crisis occurs in this country, it is as if you put your hand on the pulse of a dynamo; it is as if the things which you were in connection with were spiritually bred. You had nothing to do with them, except if you listen truly to speak the things that you hear."

"These things now brood over the river; this spirit now moves with the men who represent the Nation in the Navy; these things will move upon the waters in the maneuvers; no threat lifted against any man; against any nation; against any interest; but just a great force of evidence that the force of America is a force of moral principle that there is nothing else that she loves and that there is not anything else for which she will contend."











S.S. "SATKAI MARU."

**T**HE above Steamer will be despatched for  
SAN FRANCISCO Direct on or about  
the 1st July, 1915.  
For Freight and particulars, apply to  
**JARDINE, MATHESON & Co., LTD.**  
Agents.  
Hongkong, 18th June, 1915. [671]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION  
COMPANY.  
STEAM FOR STRAITS, CEYLON  
AUSTRALIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
AND LONDON.

**THE Steamship**

**"KARMALA."**

Captain H. G. Evans, R.N., carrying His Majesty's Mails, will be despatched from this port on **FRIDAY**, the 2nd July, 1915, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "Maurice," from Colombo, passengers' accommodation in which vessel is scarce before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, which will be conveyed in the s.s. "KARMALA," is in London on the 15th August, 1915.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

**M. A. HEWITT,**  
Superintendent.

*—Sunderland 24th June 1915.*

REGULAR STEAMSHIP SERVICE.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK VIA SUEZ CANAL

For Freight and further information, apply to

DODWELL & Co., LTD.

Hongkong, 17th July, 1915 [336]

**INDO-CHINA S. NAV. CO., LTD.**

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).			
	FOR	SWIFTERS	TO SAIL
SINGAPORE and PENANG.		"HOPSAK"	Friday, 25th June, 3 P.M.
"MANILA	"YUENSIANG"	Saturday, 26th June, 3 P.M.	
"YOKOHAMA, KOBE and MOJI.	"YUENSIANG"	Saturday, 26th June, 11 P.M.	
"SHANGHAI, MOJI and KOBE.	"POOKSAK"	Wed'ay, 10th June, 6 A.M.	
"SHANGHAI and HANKOW.	"WOSANG"	Wed'ay, 10th June, 11 P.M.	
"SHANGHAI	"CHOYSAK"	Friday, 2nd July, 1 P.M.	
"WEIHAIWAI & TIENSIN	"CHEONGSHING"	Friday, 2nd July, 1 P.M.	
"SANTAKAN	"HINSANG"	Friday, 2nd July, 11 P.M.	
"SANTAKAN	"LOONGSANG"	Saturday, 3rd July, 3 P.M.	
"SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 3rd July, 5 P.M.	

**BRITISH INDIA S. N. CO., LTD.**

NEW SERVICE OF STEAMERS BETWEEN  
YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

JARDINE, MATHESON & Co. LTD.

Hongkong, 16th April, 1914.

**THE ROYAL MAIL STEAM  
PACKET COMPANY.**

PROJECTED SAILINGS FROM HONGKONG  
SUBJECT TO CHANGE WITHOUT NOTICE

**"SABRE" LINE SERVICE—HOMEWARDS.**

LONDON ... "MONMOUTHSHIRE" ... End of Ju  
TRANS PACIFIC SERVICE

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE,  
TACOMA AND PORTLAND.

For Freight and Earliest Particulars, apply to Telephone No. 215, Sub Ex. No.

**JARDINE, MATHESON & Co., Ltd.**  
AGENTS

# PACIFIC MAIL S.S.CO.

OPERATING  
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA	27000 tons	MANCHURIA	27000 tons
KOREA	18000 tons	SIBERIA	18000 tons
CHINA	10200 tons	NILE	12000 tons
PERSIA 8000 tons			

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama,  
Hankow and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe		
MONGOLIA.....	Sailing	TUESDAY, 30th July, at 1 P.M.
PERSIA (via Manila),	TUESDAY,	31st Aug., at P.O.
KOREA .....	TUESDAY,	10th Aug., at 1 P.M.

**"HONGKONG DAILY PRESS"**  
**PUBLICATIONS.**

[illegible]

## NOTICES TO CONSIGNEES

S.S. "ATLANTIQUE."  
COMPAGNIE DES MESSAGERIE  
MARITIMES.

**NOTICE**

CONSIGNEES of Cargo from London  
in connection with above Steamer are  
hereby informed that their Goods with the  
exception of Opium, Treasure and Valuable  
cargo landed and stored at their risks into the  
cargoes and/or extra hazardous Godowns of  
Hongkong and Kowloon Wharf and Godown  
No. 1, Ltd., at Kowloon, where delivery may be  
claimed immediately after landing.  
Optional Cargo will be forwarded on unless  
otherwise advised from the Consignee.  
Free Noon To-DAY requesting it to be landed  
on the day of arrival.  
Bills of Lading will be counter-signed by the  
underwriter. Goods remaining unclaimed after the  
23rd June, at Noon, will be subject to  
current landing charges.  
All Claims must be sent in to me on or before  
the 26th June, or they will not be  
recognised.

**NOTICE TO CONSIGNEES.**

**THE P. & O. S. N. Co.'s Steamer**  
**"SARDINIA"**  
 Arrived Hongkong, on 18th June, 1915.  
**FROM BOMBAY, COLOMBO AND**

**STEAMERS.**  
 Consignees of Cargo by the above-named  
 vessel are hereby informed that their goods are  
 being landed and placed at THEIR RISK in the  
 Hongkong and Kowloon Wharf and Godown  
 company's Godown at Kowloon, where each  
 consignment will be sorted out Mark by Mark  
 and delivery can be obtained as the Goods

This vessel brings on Cargo:—  
From London, &c., ex s.s. "Mongolia"  
From Persian Gulf, ex s.s. B. I. S. S.  
and E. & P. S. N. Co.'s Steamers.  
Optional Goods will be landed here under  
instructions are given to the contrary within  
hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.  
No Fire Insurance will be effected by us in any case whatever.  
Damaged packages must be left in the Customs for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and ROGERS, at 10, Abchurch Lane, London, E.C. 4.

**E. A. HEWETT,**  
Superintendent.

Hongkong, 18th June, 1915.

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1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

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## PENINSULAR &amp; ORIENTAL.

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO	DATE	REMARKS
LONDON VIA USUAL PORTS	SARDINIA	...	Noon	Freight and Passage.
or CALL	Capt. J. T. Jeffery	...	17th July	
SHANGHAI, MOJI, KOBE, KASHGAR	...	...	About	Freight and Passage.
and YOKOHAMA	Capt. H. N. Rivers, R.N.E.	...	6th July	
LONDON VIA USUAL PORTS	KARMALA	...	Noon	See Special
or CALL	Capt. H. G. Evans, R.N.E.	...	2nd July	Advertisement

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without Notice.

For Further Particulars apply to:-

E. A. HEWETT,

Superintendent

Hongkong, 24th June, 1915.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE	REMARKS
SHANGHAI	LIANGCHOW	...	On 24th June, 4 P.M.	
WEIHAIWEI and TIENTSIN	LUICHOW	...	On 25th June, Noon	
SHANGHAI	LUICHOW	...	On 27th June, 4 P.M.	
MANILA, CEBU and ILOILO	TAMING	...	On 29th June, 4 P.M.	
SHANGHAI	SINKIANG	...	On 30th June, 4 P.M.	
MANILA, CEBU and ILOILO	TEAN	...	On 1st July, 4 P.M.	

DIRECT SAILINGS TO WEST RIVER TWICE WEEKLY.  
S.S. "LINTAN" and S.S. "SANUI".  
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA", "TAMING" and "TEAN". Excellent Saloon accommodation. Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN".

SHANGHAI LINE—TWIN-SCREW STEAMERS "ANHUI", "OHENAN", and the S.S. "KANCHOW", "LIANGCHOW", "LUICHOW", and "YINGCHOW", having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passenger Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Wosung.

For Freight or Passage apply to:-

BUTTERFIELD &amp; SWIRE,

AGENTS.

Hongkong, 24th June, 1915. TELEPHONE 35.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying at 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 27th June, at 10 A.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 29th June, at 2.30 P.M.
"HAICHING"	Capt. W. C. Fawcett	FRIDAY, 2nd July, at 2.30 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to:-

DOUGLAS LARBAIK &amp; Co.,

GENERAL MANAGERS.

Hongkong, 24th June, 1915.

## BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON &amp; CO., LTD.,

Hongkong, 24th June, 1915.

AGENTS.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MANILA SCHEDULE

(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG	LEAVE HONGKONG
EMPIRE	9th June	On 17th July, 11 A.M.
EASTERN	15th July	On 9th Aug, 11 A.M.
ALDENHAM	22nd Aug	On 23rd Aug, 11 A.M.
ST. ALBANS	23rd Aug	On 17th Sept, 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

GIBB, LIVINGSTON &amp; CO.,

AGENTS.

## TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed	Leave Hongkong
TENYO MARU	22,000—21 knots	TUES., 29th June.
SHIPPON MARU	11,000—18 knots	TUESDAY, 13th July.
SHENYO MARU	22,000—21 knots	TUES., 27th July.
CHIYO MARU	22,000—21 knots	TUES., 24th Aug.

Via MANILA, Omitting Shanghai.

Steamer via Shanghai leaves at Noon.

Manila at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10... RETURN (6 MONTHS) £120.
" " " NEW YORK	£80. " " " £126.10.
" " " SAN FRANCISCO	£85. " " " £131.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES.

SALINA CRUZ, PANAMA, CALLAO, IQUIQUE AND

VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
KIYO MARU	17,200—15 knots	Saturday, 10th July.

For Full Particulars as to Passage and Freight, apply to:-

K. DOI, ACTING AGENT,

King's Building.

TELEPHONE 291.

## MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL

OUTWARD

STEAMER

TO SAIL

FOR SHANGHAI, KOBE AND YOKOHAMA

Without Transshipment

MARSEILLES VIA SAIGON and CHILI

Without Transshipment

ALL STEAMERS FITTED WITH WIRELESS.

Weekly branch line from Saigon to Haiphong.

Branch line connecting every four weeks at Colombo, for Calcutta.

State Rooms 1st, 2nd and 3rd Classes.

Return Tickets to Europe available two years.

Special SUMMER Return Tickets (1st Class) for Japan to be used between 1st June and 31st October, 1915.

TO KOBE \$135. TO YOKOHAMA \$150.

For further particulars apply to

P. THOMAS, AGENT.

QUEEN'S BUILDING.

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## OSAKA SHOSEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY Co.

FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer Captain Leaving

"TACOMA MARU" T Hamada THURSDAY, 15th July, at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM

PENANG AND COLOMBO.

Steamer Captain Leaving

"CHOSIN MARU" S. Nemoto SUNDAY, 4th July, at 7 A.M.

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

Steamer Captain Leaving

"DAIUN MARU" K. Murakami SUNDAY, 7th June, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer Captain Leaving

"SOSHU MARU" A. Kobayashi WED'DAY, 7th July, at 10 A.M.

FOR HAIPHONG DIRECT.

Steamer Captain Leaving

"KEIJO MARU" IMAIZUMI MONDAY, 28th JUNE, 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

H. YAMAUCHI,

MANAGER, Second Floor, No. 1, Queen's Building,

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## NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

Subject to Alteration.

DESTINATION	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES and LONDON	KATORI MARU	20,000	THURSDAY, 1st July, at Noon.
VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAMO MARU	16,000	THURSDAY, 15th July, at Noon.
VICTORIA, B.C. and SEATTLE VIA KEELUNG	TAMBA MARU	12,500	TUESDAY, 29th June, at 4 P.M.
SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	YOKOHAMA MARU	12,500	THURSDAY, 8th July, at 4 P.M.
SYDNEY and MELBOURNE	NIKKO MARU	9,000	FRIDAY, 15th July, at 4 P.M.
VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	HITACHI MARU	13,500	TUESDAY, 17th August, at 11 A.M.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	SANUKI MARU	12,500	FRIDAY, 25th June.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	IYO MARU	12,500	MONDAY, 5th July.
KOBE and YOKOHAMA	COLOMBO MARU	8,000	MONDAY, 5th July.
SHANGHAI and KOBE	BOMBAY MARU	8,000	FRIDAY, 25th June.
NAGASAKI, KOBE and YOKOHAMA	HITACHI MARU	13,500	FRIDAY, 16th July, 10 A.M.
SHANGHAI KOBE and YOKOHAMA	MISHIMA MARU	16,000	TUESDAY, 29th June, at 10 A.M.

Wireless Telegraphy.

## PASSENGER SEASON FOR 1915

FOR EUROPE.

Steamer	Displacement	Leave Hongkong
KATORI MARU	20,000 Tons	Thurs., 1st July.
KAMO	16,000	15th July.
KASHIMA	20,000	29th July.
MISHIMA	16,000	19th Aug.

FOR AMERICA.

Steamer	Displacement	Leave Hongkong
TAMBA MARU	12,500 Tons	Tues., 29th June.
YOKOHAMA	12,500	Thurs., 8th July.
SADO	12,500	Tues., 27th July.
AWA	12,500	10th Aug.

For Further Information as to Freight, Sailing, etc., apply to:-

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 194.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS.

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamer to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to	Disent. MARSEILLES	Disent. LONDON
YOKOHAMA	COLOMBO	HAI	KONO	MARSEILLES and LONDON	LES	LONDON
p.m.		about	about Noon			
June 21	KARMALA	June 28	July 2	MEDINA	Aug. 1	Aug. 8
July 19	SARDINIA	July 12	July 17	MONGOLIA	Aug. 15	Aug. 22
Aug. 16	KASHGAR	July 26	July 30	MALWA	Aug. 23	Sept. 4
	MALTA	Aug. 9	Aug. 14	PERBIA	Sept. 11	Sept. 18
	SARDINIA	Aug. 23	Aug. 28	MOREA	Sept. 25	Oct. 2
		Sept. 6	Sept. 11	MAJOJA	Oct. 9	Oct. 16

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:-

	Accommodation	Single	Return
1st Saloon "A"	£70.	£105.	
2nd Saloon "A"	£44.	£70.	
"B"	£44.	£70.	

	Accommodation	Single	Return
1st Saloon "A"	£66.	£99.	
2nd Saloon "A"	£40.	£66.	
"B"	£40.	£66.	

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave Y.H.A.M.	Leave SHANGHAI	Leave HONGKONG	Leave S'PORE	Due at Marseilles if calling	Due at London
KARMALA	July 19	July 26	July 30	July 8	Aug. 7	Aug. 15
KASHGAR	Aug. 16	Aug. 26	Sept. 1	Sept. 4	Sept. 6	Sept. 15
NOVARA	Sept. 17	Oct. 7	Oct. 11	Oct. 18	Oct. 8	Oct. 17
SIMLA	Oct. 11	Oct. 21	Oct. 27	Nov. 2	Nov. 17	Nov. 26
NANKIN	Oct. 25	Nov. 4	Nov. 10	Nov. 16	Dec. 2	Dec. 9
NYANZA					Dec. 15	Dec. 23

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:

1st Saloon £54 Single: 2nd Saloon £38 Single: £37 Return

FARES TO MARSEILLES:

1st Saloon £53 Single: 2nd Saloon £37 Single

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to:-

E. A. HEWETT,

SUPERINTENDENT.

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